RAILROAD ACTIVE TRAFFIC CONTROL DEVICES MAINTENANCE COST REPORT

The Railroad Code of 1993 requires that the cost of installing, altering, and modernizing active traffic control devices at highway-railroad grade crossings, such as flashing lights and gates, be at the equal expense of the railroad and road authority (i.e., the governmental or state-designated institutional agency with jurisdiction over public streets and highways), and that all such devices, circuitry and appurtenances are to be maintained, enhanced, renewed and replaced by the railroad at its own expense, except that the road authority must contribute certain specified amounts annually to the railroad for such maintenance. (The specified amounts do not apply where an agreement exists between the railroad and the road authority.)

The amounts that the road authorities must contribute vary according to the type of device installed. Both previous and current statutes outlined the types of crossings and the annual amounts to be paid by the road authority to the railroad. The types of crossings and the maintenance contributions mandated by statute are provided in the table included below.

The Railroad Code requires that by January 1, 2010 and every ten years thereafter, the Michigan Department of Transportation complete a study to determine traffic control device maintenance costs and forward a copy to the committees of the House and Senate that consider railroad legislation.

The Department's 2009 study involved the collection of data from 23 railroads to compile the average costs for over 2200 crossings, representing 95% of the state's active warning device inventory, classified into eight different categories. This information was gathered in compliance with existing statute and is provided in a cost format similar with previous studies to allow for direct comparisons. Results of the Department's study are provided in the table below, along with relevant data from the original and current statute:

ACTIVE WARNING DEVICE MAINTENANCE COSTS
(costs represent 50% of actual railroad expenditures for maintenance)

	FL-1	FL-2	FLC-1	FLC-2	LG-1	LG-2	LGC-1	LGC-2
Original Law (1994)	$580	N/A	$520	N/A	$750	$940	$1040	$1150
Current Law (2001)	$760	$725	$895	$1005	$830	$1230	$1215	$1630
2009 Study	**$1271**	**$1269**	**$1481**	**$1375**	**$1978**	**$2257**	**$2389**	**$2398**

FL-1 = flashing signals on a single track crossing
FL-2 = flashing signals on a multiple track crossing
FLC-1 = flashing signals and cantilever arm(s) on a single track crossing
FLC-2 = flashing signals and cantilever arm(s) on a multiple track crossing
LG-1 = flashing signals and gate(s) on a single track crossing
LG-2 = flashing signals and gate(s) on a multiple track crossing
LGC-1 = flashing signals, cantilever arm(s) and gate(s) on a single track crossing
LGC-2 = flashing signals, cantilever arm(s) and gate(s) on a multiple track crossing

Maintenance includes: costs reported by railroads for monthly, quarterly and annual inspection and testing of devices as required by federal regulations, response to trouble calls received due to malfunctioning equipment, and repairs to devices that are damaged by motor vehicles or vandalism

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